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COUNTRY.

REPORT NO.

TOPIC Brand Airfield

EVALUATION.

PLACE OBTAINED.

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DATE OF CONTENT.

3 November to 22 December 1953

DATE OBTAINED

DATE PREPARED

20 January 1954

REFERENCES

PAGES 3

ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity and aircraft were observed at Brand airfield between 10 November and 22 December 1953:

10 November. Although there was a dense high fog and poor visibility, flying was practiced by swept-back jet aircraft which took off and landed individually. The aircraft remained aloft for about 15 minutes. Only two aircraft were observed simultaneously aloft. One aircraft flew below the layer of fog while the other aircraft flew either above or in the fog as it could not be observed. 1

11 November. Between noon and 2 p.m., there was air activity by aircraft whose engines had been dismantled on the preceding days. Nine aircraft each were repeatedly observed flying in flight wedge formations for about 30 minutes duration. 2

12 November. Between noon and 7 p.m., there was intensive air activity by aircraft flying individually and in elements of two. Usually 5 or 6 aircraft were observed aloft at the same time. There was a 9/10 overcast and visibility of about 2 km. The airfield lights were switched on at nightfall.

12 November. Between 5 p.m. and 8 p.m., individual flights were made by swept-back jet aircraft. The sky was 9/10 overcast at an altitude of about 200 meters and visibility was limited to about 4 km.

14 and 15 November. No air activity was observed. The weather was dull. 1

16 November. Between 4 p.m. and 11 p.m., there was intensive air activity by individual aircraft which remained aloft for about 20 minutes. Seven or 8 aircraft were simultaneously observed aloft. An accident occurred at about 10:55 p.m. when a swept-back jet aircraft approached for landing at a distance of 800 to 1,000 meters from the eastern end of the runway. Suddenly, cones of fire emanated from the fuselage to all sides, while a crackling, rattling and whizzing noise was heard similar to the noise produced by exploding ammunition. The aircraft ground looped several times and then crashed. Immediately after the accident, several red ground

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signals were fired from several sides of the airfield and some motor vehicles moved to the scene of accident. During the second half of November, the wrecked aircraft was observed just north of the Brand-Krausnick road, or approximately in the middle between the end of the runway and the new barrier. The aircraft lay on its blackened fuselage and the landing gear was not extended. 3

17 November. Intensive night flying activity was observed from 5 p.m. until after midnight. All the aircraft involved headed northwest and returned from that direction. The position lights had the usual colors. Only a few white lamps were switched on along the runway while the airfield was not lighted.

18 to 20 November. No air activity was observed. There was a closed ceiling, rain and fog. Four alert aircraft were observed at the eastern end of the runway and an additional 24 MiG-15 or U-MiG-15s were parked on the dispersal areas of the southern taxiway.

23 November. There was no air activity. The weather was dull and foggy.

25 November. Between 9 a.m. and 1 p.m., some swept-back jet aircraft were towed to the firing range where six rounds each were consecutively fired from the individual aircraft cannons.

26 November. No air activity was observed. There was fair and frosty weather. Firing was again practiced on the target range by MiG-15 or U-MiG-15s as on the preceding day. The practices were continued after nightfall, while the aircraft illuminated the target with searchlights.

27 November. The zeroing-in of aircraft armament was being continued on the target range. Each aircraft fired six rounds and subsequently made one local flight.

28 November. No air activity was observed at the field. There was a 7/10 overcast at an altitude of about 200 meters.

29 November to 2 December. No flights were made.

3 December. About 25 individual flights were made by aircraft fitted with auxiliary fuel tanks. The aircraft remained aloft for about 25 minutes. There was a 2/10 overcast and clear weather.

4 December. Between 11 a.m. and 3 p.m., light air activity was conducted by swept-back jet aircraft.

6 to 22 December. No air activity was conducted on days with dull weather. If the weather was favorable, however, flying was practiced. On 19 December, air activity was very intensive. Between 9 a.m. and 3 p.m., individual and formation flights were made, including elements of two, with a distance of 50 meters between the two aircraft, and formations of five aircraft flying in two elements and one aircraft behind. These groups of aircraft practiced change of formations. Eight MiG-15 or U-MiG-15s without auxiliary fuel tanks were also observed approaching the field individually and aft of each other. The aircraft dived at an angle of 45 degrees from an altitude of about 1,600 meters. They crossed the airfield at a low altitude

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and subsequently zoomed for making another attack. The exercise was repeated 7 to 10 times. During the air activity, a U-MiG-15 [REDACTED] was observed aloft towing a sleeve target. The sleeve target was released over the field at each return.

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After 17 December, 20 swept-back jet aircraft were observed parked on the dispersal area along the southern taxiway and an additional 4 other aircraft at the end of the runway. 1

2. During the first half of November, the engines of swept-back jet aircraft were being dismantled and, after some hours, again fitted in the aircraft.

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3. At the beginning of November, a four-strand power line was being laid along the Brand-Krausnick road to the Krausnick radio installation. 4 In December, 60 workers were employed at the field. [REDACTED] that more workers were to be employed after 1 January 1954. Trucks [REDACTED] were observed entering and leaving the field.

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4. On 11 November, 16 MiG-15 or U-MiG-15s were observed near the flight control station at the field. A swept-back jet aircraft took off at 12:30 p.m. and again landed at 12:50 p.m. Two swept-back jet aircraft took off at 1:15 p.m. and additional aircraft followed. There was intensive air activity up to 2 p.m. Subsequently, no flights were made. At 5:30 p.m., the runway lights were switched on and a rotary searchlight in the eastern section of the field was in operation. About 9 a.m. on 16 November, there was apparently no activity at the field. The runway and quartering buildings were lighted around 8 p.m. No air activity was observed at the field. 1

5. On 11 November, a radio installation with one mast and a pertaining radio truck parked in a wooden shed were observed about 200 meters south of the PKV-45 DF station. A Kniferst-type radar set was observed being located approximately in Jagen (forest-subdistrict) 69. Closeby was another radar set, possibly a Dumbo-type set. 4

1. [REDACTED] Comment. Brand airfield is occupied by a fighter regiment equipped with 30 to 35 MiG-15s. Of the air activity observed, the flights made on 10 November during bad weather and the diving exercises on 19 December are noteworthy.

2. [REDACTED] Comment. The engines involved were either exchanged after the usual number of flight hours or replaced by an improved engine model. It is also believed possible that, as a result of the crash on 5 October near Zerbst, the number of running hours for aircraft engines was reduced, thus making an exchange of a large number of engines necessary at the same time. Compare information on the exchange of aircraft engines at Neuruppin airfield between 10 and 23 November 1953. [REDACTED]

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3. [REDACTED] Comment. From the description given, the crash was possibly caused by a break of the turbine. The fragments of the bursting engine possibly made holes in the fuselage through which the flames emanated. It appears less probable that ammunition exploded after the engine had burst. The accident has not been confirmed [REDACTED]

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4. Comment. The outer low frequency beacon is located near Krausnick. The PKV-45 DF station is located about 1,000 meters east of the east end of the runway. The single-mast radio installation located 200 meters south of the DF station is the inner low frequency beacon. It is believed that a Kniferest-type radar set, a Fishnet-type radar set, and possibly a Dumbo-type radar set are located at the field.

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